COAST TRADE RAILROADING.

PRESIDENT ROBERTS ASKS WHY WE SHOULD LET CANADA DO IT.

He Does Not Believe in Pools-Canadian Pacific Declared to be Obeying Our Laws -Churges by Lake Shore and Michigan (entral Men that the Grand Trunk is Not,

President George B. Roberts of the Pennerivannia Bailroad told the United States Senate Inter-State Commerce Committee, at the Fifth Avenue Hotel resterday, that he did not see that the Canadian rands were doing any serious damage to American railroads at present, but that they have the power to injure American roads greatly if it should ever be-come their interest to do so. He did not know that the Grand Trunk had made any great gains in traffic lately, but it had every opporgains to de so. It is held to fair dealing only by moral obligation and business interests.

I think it due to American roads," he said, "that any foreign road permitted to carry business into or out of the United States should be made to submit to the same regulatons as our own roads. I am not clear in my own mind that they should be permitted to do that business at all. Why make any difference between foreign vessels wishing to engare in our consting trade by water and foreign railroads wishing to do a similar trade by land? There would be great advantages in a reciprocity of traffic, and I have no hesitation in saying that general reciprocity would be largely beneficial to both countries, but more to us than to Canada. I visited a Capadian town on Saturday, and saw there farming implements and other implements in use that I should judge must have come over with the original French settlers. There was not a Yankee implement to be seen."

Senator Cullom-Then, lif we have so much better implements, wouldn't breaking down the line and let-ting canada have them, too, hurt us? A.-l am quite confident of Yankes ability to get the worth of its miney for anything it furnishes Canada

"Speaking as a Pennsylvania Railroad man," added Mr. Roberts, "I should say that compelling the Canadian roads to live up to the same regulations as our roads would be all that was necessary, but, as an American citi-zen, I cannot think it right that our capital inthat was necessary, but, as an American culren, I cannot think it right that our capital invested in railroads should have to compete
with the subsidy capital of Canada. I would
more gradually, however. I would first bring
them under the same law with American roads;
then, it we find that that does not nelp the difleafer, and that capital is being furnished by
the tovernment of Canada to extend their
lines into the United States, I would apply the
same law to railroads as to consting vessels."
Mr. Roberts was a novelty among the railroad nea who have a speared before the committee in that he was opiosed to pools.
"Tools, he said," send to suppress the develament of the business of the separate roads.
Where the amount of business is that each road
shail do similed, there is no inducement for
the toad to attempt to increase its business.
The employees and agents get sizek. I would
not adopt the principle of combination as the
proper rule for conducting railroads, but
rather of compatition. I think competition
under proper laws regulating both the shipper
and the roads, is better than pools."

Of the Trunk Line Association, of which he
is Chairman, Mr. Roberts said:
Think it sumently wise for the public and for the
prodes that such an association should exist. It se-

by that to intimate that rational mea are generally disholissis, in the contrary I believe the rational men of the county are above the average in honesty, intelligance, and capacity.

Senator tallois—Judging by what we have been told of they tries to evade the law, I don't think there can be any doubt about their capacity.

President W. C. Van Horne of the Canadian Pacific Kaliroad was put through a sharp examination with a view to showing how greatly his road had been aided by the Canadian Government. Chairman Cullom had a statement, which he tried to get Mr. Van Horne to verify, showing a total of about \$225,000,000 granted by the Government to aid in building the road. Mr. Van Horne explained the various items away until all that was left was \$35,000,000 cash, 18,000,000 acres of land which were worth from \$1 to his an acre, and more as the country settled up, but which were generally counted in at \$1.50 an acre, or \$27,000,000, and 714 miles of completed but unequipped railroad, representing \$15,000,000 of Government money sunk in building it, worth to the Canadian Pacific not over \$10,000,000, because it was built over a bad route, and the cost of building the rest of the road so as to make use of it was increased. The road so as to make use of it was increased. The road cost norminally \$155,000,000, but ttaking into account the depreciated price at which the stock was sold) actually \$120,000,000, but taking into account the depreciated price at which the stock was sold) actually \$120,000,000, but taking into account the depreciated price at which the stock was sold) actually \$120,000,000, but taking into account the depreciated price at which the stock was sold) actually \$120,000,000, but taking into account the depreciated price at which the stock was sold) actually \$120,000,000, but taking into account the depreciated price at which the stock was sold) actually \$120,000,000, but taking into account the depreciated price at which the stock was sold) actually \$120,000,000, but taking into account the dep

word never cost the Covernment a cent. The subsidies were all for the building of the line from Ontario to the Pacific. The Government had given no subsidy for lines in competition with Eastern trunk lines. There was a subsidy of \$183,000 a year for the short line through Maine, but that had been granted years slove the Canadian Pacific now through its leave of the line. The company had no subsidies line of steamers at either end. It had about completed negotiations, the web as a year from the British Government for fast mail service across the continent and themby a line of fast steamers to appar and china I thad nothing to do with any Atlantic line, and knew of the project of subsidiating such a line from Halifax only through the necessaries. The Canadian Pacific did not reach the Atlantic, but controlled connections with the Maine Central and other roads that took it there. The subsidiest othe Canadian Pacific, he said, considering the cost of the road to be built, were less than those given by the United States to the Northern Pacific or the Union Pacific. "The idea that seems to prevail." he said.

the United States to the Northern Pacific or the Union Pacific.

"The idea that seems to prevail," he said, that the Canadian Pacific is the pampered pet of the Dominion Government is a mistaken one. The Canadian Pacific gets no assistance at all from the Government except a sum for carrying the mails, less than American lines received for the same service. The relations between the commany and the Dominion Government are no closer than those between the Fennsylvania halfrond and the Government at Washington—not as close, in fact, because there has been a coolness between us for some years back."

back."
The Soc line from Minneapoils and the line from Duiuth to the Saulte Ste. Marie, he said, were, with the bridge across the latter river, controlled by friends of the Canadian Pacific, but not directly by it.

The committee got some more information that did not taily with what it had previously been told when it asked Mr. Van Horne about Canadian Facilic rates. Mr. Van Horne said:

We sever take any tack for the said and the control of the contr Canadian Facilic rates. Mr. Van Horne about
We never take any treight for less than it will coat to
sarry it, it we know it. We belong to the Transcontibarrial Association and adhere religiously to its rates.
Aline United States freight that we take to or from
points in Canada or through Canada between different
solution Canada or through Canada between different
solution in Canada or through Canada between different
solution and sequipping. The long and short haut profished any description. The long and short haut profished any description of the Canada our rates. Our food
tils the Interaction of the Canada of the Canada

he interchine is we make the compliance which interchine is we make the main-bo youngean to say that you have bled you make the main the form one point in Canada mother point on tradic from one point in Canada mother point of the canada to conform with the United is aw as to lors! read that is what the Inter-State requires of us and we have done it. Only recently usemine approxing a reduction of some British Co-milian rates for this very purpose. Smaler forman—Well, That is rather astonishing which is the conformal control of the control of the

Selection of the seem to be obeying the law selection of which can be considered.

As to competition for American transcontisensal traffic, Mr. Van Horne said:

The bulk of our freignt by Winnipeg into the United sales is rann-Partine but once we did get into some with the sales of the sale

through trade from Asia Mr. Van Horne

Me have never regarded the American lines as com-ditors in that. Cur real competition there is with the

Canal and about thirty by America. Our 28th Francisco business has to come it Vancouver on an American intensifications as to extensive the activities of the control of th

| 200 N. Y. L. F. A. W. of 604 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778 | 2778

Crites.

1:80 American Cotton Oil. 5049. 8169. 1.

1:80 American Cotton Oil. 5049. 8169. 1.

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100 Silver King. 100 Checken Silver Company 100 Checken Silver Checken Si

POSTON CLOSING SUCTATIONS.

| Bird Asked | Bid Asked | Bid

PHILADPLPHIA CLOSING QUOTATIONS.

Outside of three stocks, namely, Atchison, Oregon Transcontinental, and St. Paul com-

mon, speculation on the Stock Exchange to

day was virtually at a standstill. Even in the

stocks named the fluctuations were very nar-row, in fact, disproportionately small consider-

ing the transactions. Evidence of a sharp contest for control of the Oregon Transconti-

neutal Company resulted in an exceptional advance in the price of that stock, but the rest

of the list as a rule closed a little lower than

last night. There seems to be a pronounced

difference of opinion regarding the immediate future of the Atchison company,

property for March were only about one-third

of the fixed charges for the month was seized

upon by the bears as a sound reason for a fur-

ther decline in the price of the stock. Those

who by choice or who are compelled by necessity to believe in the property base their hopes

of better returns upon prospects of large crops in the regions tributary to the system. Until

in the regions tributary to the system. Until the movement of those crops begins to contribute to the income of the road, it is quite clear that the company will require a good deal of assistance. But since the bankers who placed the recent issues of the company's securities have taken charge of affairs, there and doubtless be counted upon to bear all the burden for some little time to come.

A few of the specialities deserve mention, notably Manhattan Rallway, St. Paul preferred, Chicago and Eastern Illinois preferred and Oregon Improvement common. All were strong at higher prices. The feature of the grain market was further large purchases of wheat and corn for export and the engagement of a still larger amount of freight room for grain, principally for wheat. The large purchases of bonds by the Government will fend to allay fears that money may become more active in consequence of probable shipments of specie. The closing was quiet and the tone irregular, as the trading element continued its ellorts to depress prices to the finish.

Final saies compare with those of yesterday as follows:

with the same month of last year.

The gross earnings of the Missouri, Kansas and Texas for April were \$491,169, a decrease as compared with the same month last year of \$5,203.

The gross earnings of the St. Paul and Duluth Railrond for the quarter ending March 31 were \$215,497, a decrease of \$26,465 as compared with the corresponding quarter of last year, and net \$24,509, an increase of \$22,459.

The statement of the Attalian Texas of \$22,459.

Uncle Sam has Known It Seventeen Years. Wheeler H. Peckham, counsel for I. B. Newcombe and Manuel de Rivas, the stock brokers against whom the United States have brought suit to recover \$70,000 which James J. Johnson, a clerk in the Sub-Treasury, lost in stock speculations in 1872, said yesterday that there was no more reason for bringing sui day that there was no more reason for bringing suit now than there had been originally. Johnson gobbled about \$183.000 in all, \$70.000 of which was spent in stock wambling. Newcombe & Rivas were his brokers. Assistant Treasurer Hillihouse, who was in command of the \$10-Treasury at the time, decided that the Government had no case acainst them, as there was no proof that they knew where the money cause from. They did not know, as a matter of fart Mr. Peckham said, and they operated for Johnson as they would for any other customer. The fact that Newcombe & Rivas were Johnson's brokers has thus been known the Government for seventeen years, and was known when Secretary Windom was becretary of the Treasury before.

FINANCIAL AND COMMERCIAL

New York Stock Exchange—Sales May 9, 1911 States and State Rollon (N \$1,003).

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year, and net \$24,509, an increase of \$22,209.

The statement of the Atchison, Topeka and Santa Fé Railroad for March shows gross earnings of \$1,954,872; operating expenses; 1601,370; net earnings, \$358,562, showing an increase in net earnings over March, 1888, of \$15,869. The increase in mileage is 689, and the figures show a decrease in net earnings ber mile of \$2.94. 25 W., N. Y. & Pa. 101.1011 13 W., N. Y. & Pa. 2d. 3714

2 Mich C 5s. 114 12 West Sh. 4s. 7 1078 4 Mil. 3 Nov. 184 1518 152 5 W. N. Y. 4 Fa intition of the state of t

quired a controlling interest in the road by ad-wancing money upon its second mortgage bonds, is quoted as saving that he is willing matters should take their natural course in the

circumstances.

The Prescott and Arizona Central Rallroad reports gross earnings for April of \$11,313, an increase of \$5,708 as compared with the same month of last year, and net \$7,158, an increase of \$4,640. For the three months ending March 31 the gross earnings were \$49,374, an increase of \$12,563 as compared with the corresponding period of last year, and net \$29,089, an increase of \$10,555.

of \$10,555.

The Chesapeake and Ohio Railroad reports gross earnings for April of \$320,370, a decrease of \$19,265 as compared with the same mouth of last year, and the New York and Northern \$48,415, an increase of \$2,761.

Mesars, Henry Villard, W. E. Strong of Work, Strong & Co., Henry R. Beed of Nash & Spaulding, Boston, and C. W. Wetmore are soliciting proxies to be used by them at the annual meeting of the Oregon Railway and Navigation Company.

Treasury balances compare as follows. Treasury balances compare as follows:

\$218,014,091

Messrs. Harvey Fisk & Sons, the well-known Government bond dealers, have prepared for distribution among their friends and customers a concise review of the funnical history of the United States. Copies will be mailed to

of the United States. Copies will be mailed to any one upon request.

The sales of mining stocks at the New York Consolidated Stock and Petroleum Exchange to-day were as follows:

Sale: Name. Opening Highest. Lowest. Closing. Sci. Aspen. 11 00 11 00 11 00 11 00 11 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12 00 12

New York Markets.

New York Markets.

THURBDAY, May 9.—FLOUR AND MEAL.—The demand was good from the local trade and for export, as many the was good from the local trade and for export, as many the whost are not plents, reducing, somewhat, the volume of business for export.

Corron.—Futures opened at a smart advence in response to laverpool, which market, after opening lower, became active and buoyant, with a large spot business. The position is not changed. The query still is at what figure will Lancashire go on "short time" for short time is in the statistics. We can expect very little for the next five months. Receipts at the ports and at interior lowns were such as to show exhaustion. However, under seiling to realize of the day were not supported. Cotton on the spot was more active, mainly for home consumption, middling uplands, 11 time; Guifs, 11 5-18c. Receipts at the ports this day 1,702 bales. The following are the closing prices of the forfutures, with sales aggregating 121,480 bales.

May.—10.80c, August.—10.80c, November.—9.80c, July.—10.70c, Jorober.—Wile. January.—0.80c, Showing an advance of 14@16 points for the next for the parts for the next.

June. 16.716. September 16.21c. December: 5.88c. July. 16.78c. October: Belle January. 6.88c. July. 16.86c. July. 16.8c. Jul Showing an advance of 14@16 points for this crop and

at 14c. for May Lake, and 12c. for May 15. M. Acade quiet but steady sales 110 tons at 8150000056c, for June.

Naval. Snows.—Spirits increanine easier, though the demand continues wood; sales 230 this at 40c.; 550 bbls. common strained roots sed at 155 lands.

Personaum—Erude certificates opened easier, and further declined to 25c. as the West was again reling. Prices then quickly advanced to 555c. but the market then became quiet, and the advance was gradually lost closing weak; opening at 455c. selling at 85c.8825gc., and closing at 85c.8825gc., sales 80c.000 bbls.

New York. Thursday. May 9.—Receipts of beeves 1.440 head-8 car loads for the market, or car loads for the market, or car loads for exportation dead, and discar loads for home-trade singuisterers direct. No trading in beeves to-day. Dressed beef had a fair demand at 154675; p. p. b. with some of the best city slaushtered sides soid at 754c. To-day's cable, advices from London and Liverpool quote American refrigerace these about steady at 164c. The Reports from this port to-day included 570 beeves and 188 about. American refrigerated uses

Exports from this port today included 070 beeves and
Exports from this port today included 070 beeves and
Exports from this port today including vests at 4566

Beceipts of catyes, 1.460. Easier and a fraction lower,
but nearly all sold before noon, including yeals at 4566

556. \$\overline{\text{bis}}\$ but, and buttermik catyes at 1560.

Receipts of sheep and slambs, 4,150. A quiet but fairly
from market at former prices with sales of ordinary to
good clipped sheep at \$4.25684.00 \$\overline{\text{bis}}\$ but \$18.00. Western
sheep at \$4.25685.00 \$\overline{\text{bis}}\$ but \$18.00.

Spring lambs at \$4.656.00 \$\overline{\text{bis}}\$ but and a deck load
do at 5560.

Receipt of hogs, 3.370, nearly all for slaughterers
of feet. We also on the live weight except a bunch of
the first averaged 180 Ba, and sold at \$5.25 \$\overline{\text{bis}}\$ to the

Exchange Shies.

Real Estate Exchange Sales.

best single name.

Sterling exchange quiet. Posted asking rates,
\$4.88 for long bills and \$4.89\\$9\$4.90 for demand. Actual rates are \$4.87\\$4.87\; for 60day bills and \$4.88\\$9\$4.89 for sight drafts,
To-day's offers to sell United States bonds
to the Government aggregated \$2.589.450. of
which \$2,575.000 were \$4.88 registered at 108 or
106% ex interest, \$400 at 108% and \$14.000
couron \$48 at 108, and \$50 coupon \$48 at 129.
All except the \$400 registered \$4.88 at 108% were
accepted.

The gross carnings of the Feet Term By R. V. Harnett & Co. Mott street 185, west side, south of Broome street, the five-story brick building, with lot 24 4x155, \$37,500. Foreyth street, 152, east side, south of Rivington Street, the six-story brick building, with lot 25x1t0, street, the six-story brick building, with lot 20x10.0, Avanus A. 1,285 and 1,387, westaids, north of Seventy, third street, two Gwestory stone front buildings, with lots each 25,0300, \$17,550 each.

Fark avanus 1,185 and 1,195 west side, 73 5 feet north of Sixty-Gourth Street, the two four story stone front buildings, with lots each 13,837, \$19,300 each.

West Ninety-Fourth street, 55 to 45, north side, 380 feet west of Eighth avenus, six three story brick dwellings, with plot of land 111x16x48, foreclosure, \$22,560 each.

By J. Thomas Stearus

Allen street, 175, west side, 26.1 feet south of Stanton street, the three story building, with lot 28x45, \$11x168, \$17x164 each.

First avenue, 158 east side, 46.2 feet south of Tenth street, the four-story brick building, with lot 23,12100, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800, \$10,800,

Fig. 800.

By James Bieccker & Son:
West 142d street, south side, 100 feet, west of Eighth avenue, two two-story dwellings, with lots each 25x 81.1, forecoure, \$11.500.

West 142d street, south side, 200 feet west of Eighth avenue, similar houses with lots each 25x10 11, \$10,500.

By A. H. Muller & Son: East 96th street, south side, 150 feet each 67th avenue, five lots, each 25x100.8, \$2,250 to \$8,925 each.

Real Estate Transfers. Real Estate Transfers.

10th av. s. c. cor 70th st. 51.2x100x51x50x102.2x
150; execrs of James Rogers to execrs of John Rogers.

18th st. ns. 375 w 8th av. 25x100.11; Edward A Meintyre, execr of Alice Long to John Townshend.

75d st. ss. 175 w 18t av. 25x102.2; Alex McSortey and wife to Annie Reid.

25th at. ss. 250 e 5th av. 18x102.2; Alex McSortey and wife to Annie W Scoffeld.

18milton at Town 18th av. 18x102.5; Evelina and Julius A Gandie to Annie W Scoffeld.

19 Saughton. 18th av. 18x102.5; Evelina and Julius A Gandie to Annie W Scoffeld.

19 Saughton. 18th av. 18x102.5; Stephen Theory and wife to Charles Deery.

10 Description 18th av. 18x102.5; Stephen Theory and wife to Charles Deery.

10 Description 18th av. 18x102.5; Stephen Theory and wife to Charles Deery.

10 Description 18th av. 18x102.5; Stephen Theory and wife to Charles Deery.

10 Description 18th av. 18th Schampain 2d av. w s. 74.1 a 26th st. 1 (x(s); Thos Brogan to Jas Smith.

Pike at, 30: Kassel Oshinsky and wife to P Samuels.

St Ann's av a s. lot 371, map Fast Morrisania.

70.121x75.121; Mary E Monaghan to Wm Seaman.

Gist at, sa. 275 c 2d av. 28.ex100.5; John O Mott.

Frience, to Equitable Life Assurance Society of U.S. referee to Equitable Life Assurance south, of U.S. 185th st. a.w., cor Brown place. 20x100: John S. Schultze to Floreine L. Taft 185th st. a.a. 450 e Willis av. 100x100: execre of James Brown to Wm J Broderick and James P. James Brown to Wm J Broderick and James P. 18th at a a door to Wm J Broderick and wanter - James Brown to Wm J Broderick and wanter - Nearby 18th at n. a Willia at 1952100; same to some 18th at a s. 450 a Willia at 1952101; same to Forence I Taff Lincoln at 502101; same to 195416 at 1842 at 1841 at 1842 at 1841 at 1842 at 1842

t, a s. 300 w Oth av. 10.423.63.83.73.

ame.

1301. Banjamin Wright, referee, to
and Wm M V Hoffman.

On C Y Bunney to H C Duryea.

S I Lewis to same.

To The Century Association of the Control

ref. to E V Losw. ESXIOL.11. Jacob 1

ref. to E V Losw. ESXIOL.11. Jacob 1

To Y S Holleyard 25x10.11. Eliza A

to P McArdie.

To weth av. 25x100.3. John S Loomis

R Dunn

James E Dunn to Francia S Hurit. ames E Dunn to Francia S Hurtt... orris av. e.s. 100 m 104th at 75x104.2; Walter rris av. es. 100 m 104th st. 75x104.2; Walter lowe et al. exorato farah Bailin ...
lancey st. 24; Karl M Wallach to R Moses. h et n. s. 100 e Av A. 25x100.6; James B Fenleton to Wm Borgs. wis at wa. 14/n 5tanton st. 20x100; Adolph lew man to Henry Schoen by the st. s. 100 e Av A. 25x100.8; Wm Borgs and rife to James B Fendleton. this is a 90 e Mailson av. 120x100.11; Jonas 9.0010mmith to Gabriel Geldsmith. h st. n. w. our Lavington av. 15x10. Bridget. o Gabriel Goldsmith
Lexington av 15x10; Bridget
la it o Francis Bleasing
McGolium, exr. to C Jackson 28,100
McGolium, exr. to C Jackson 28,100
McArdle to same
a w cor 86th st, 100x102.2; Jacob West End as a w cornels as location of red van Tine.
Lauson to Fred Van Tine.
100th st sa 201, 10 w 4th av, 50x100.5. Wm 11 25
100th st sa 201, 10 w 4th av, 50x100.5. Wm 11 25
Brooms at, s w cor Ludiow st, 20x97.5; Fhilip
Ramuel and wife to Kassel Oshinsky.
13ist at na 120s 5th av, 50x10-11; Eirsa F Brysen to J E Leayorafu.
102 dat na 53N s 10th av, 10x103.2; JE Leaycraft and wife to F Bryson.
7th av, 112; E T Brown and ano, exta to A. Koffman. 20,000

Madian av n e cor 31st st; Robert W Drum mond to CF Honman, Jr, and ano. 58,800 Jones lane, 2; Michael Lienan to E H Schermerhorn.
150th st. sa 183.4 w 10th av. 41.8193.11; Fatrick
110we to John Friedel
187th st. n w cor Lorrillard st. 50x88.6; Henry
U. Thompson to U. II Jenkins.
Water st. 137; Alexander P. Ketchum to M Opnenhelmer. 21,000 8,000 19,000 Waters, 130; Alexander F. Ketchum to M OpDeinheimer.

Sime proj. 15 part; same to same.

Brennen, M. 15 part; if P Coe to same.

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Brennen, M. 15 part; if P Coe to same.

Beach, M. 15 part; if P Coe to same.

Beach, Alfred, to Mutual Life Ins Co, as 23d st,
a 4th av. 157

Broderick, Win P, and James N Heary to excra
James Brown, as 133th st, e Willia av. 3 yrs (3)

Bowen, Alfred, to D L Cornell, n s 120th st, w
13 av. 17

Coeper, Henry G, to Harlem Savings Bank, es

Gottman D, S Rassk, 1 yr (3).

Gottman D, S Rassk, 1 yr (3). 38,000 st. 3 yrs... Dalton, Geo F, to M S Wotherspoon, sa 55d st, e Daiton, teo F. to M.S. Wotherspoon, as 55d st, e. 7th av. 3 yrs.
Drummond, Robt W. to Lily W. Churchill et al, exors, 15d Madison av. 5 yrs.
Dangizer, Max. to G. U. Scott, as 104th st, w 4th av. 1 yr.
Davidson, tiec F. to R. C. Martin, as 100th st. e. 4th av. notes.
Flegenbaum, Jacob, to F. Salomon, es Willett st, n Belancer st, traiting.
Friedci, John, to H. B. Ferkins, as 159th st, w 10th av. 3 yrs. 9,000 40,000

Friedel, John, to H B Ferkins, as 150th st, w 10th and 3 yrs.

Birch, Roward, to H B Hoffman, n e cor 10th av. and class. I yr.

Birch, Roward, to H B Hoffman, n e cor 10th av. and class. I yr.

Birch, Roward, to H B Hoffman, n e cor 10th av. and et st. I yr.

Birch, Roward, to H B Hoffman, n e cor 10th av. and et st. I yr.

Johnson, Geo F, to H W McMann, n s 07th st. e. 10th av. 1 yr.

Johnson, Geo F, to H W McMann, n s 07th st. e. 10th av. 1 yr.

Johnson, C H to H C Thompson, n w cor 187th st and Lorillarust. 2 yrs.

Joyce, Hdward, to L Zeh, e. s 11th av. s 37th st. j. yrs. Joyce, Hdward, to L Zeh, e. s 11th av, s 37th st. ii yrs.
Jackson, Chas, to D Clarke and ano, exora se
10th st, w Bulway, ii yrs.
Same to M Josephthal and ano, same property. d'ilway, il yrs. osephthal and ano, same property. o years
eating. Stephen, to Tremout Building and
Loan Asso, n s Denman pt, w Union av, installs,
asse, Joseph, to R Michaelson, 137 Ludiow st, 7th av lot 3.3 vrs. Ree Chas to L Roe. Edgecomb road, e luth av. Note: Chas, to L. Roe, Edgecomb road, a 10th av. 5 yrs.

Koelle, Peter. to Sophia Lerch, n s 141st st. e Alexander av. 5 years.

Link, M. A. to Greenwich Savings Bank, 207.

Bloeckerst, Byears.

Lawson, Charles B. to excra James Brown, ss.

188th st. e Lincoln av. 5 yrs.

Lyons, Julius J. and wife, to Howery Sav Bank, Lawson Charles R. to excra James Brown, as 198th at, e Lincoln av. 3 yrs 200 and 201 South at and 440 Water at, 2 migs, 5 yrs 2 and 201 South at and 440 Water at, 2 migs, 5 yrs 2 and 201 Edgar, to Eliza T Bryson, naslist at, e 5th av, 1 yr S Life Ins Co. es Rutgers at, a lienry at, 3 yrs. NcArdie, Patrick and wife, to Margaret C Wallace, as 112th at, e Routsvard, 3 yrs. NcArdie, Patrick and wife, to Wmill Catlin, nasistat, ed. av. 3 yrs. Nerritt, Robert B. to Annie Keid, as 73d at, wisland, yr Arrick J. to Emigrant Indus Sav Bank, e victive av. 8 Wall at, 1 yr Nosea, Rachel, to Karl M Wallsch, 241 Delancey at, Inchais.

st thetalis.

Mundorf teeorge, to Martha Flynn, n e cor 9th av and 49th at, 3 yrs

Niver, Norman L and wife, to Robert Winthrop, se Sist at, e id av, 3 yrs.

Naughton Thomas J, to Isaze Rinaido, No 10 its milton at, a mes.

Same to same, same prop. installs.

Pendieton, James B, to Eliza W Howland, n a softh at. a N A, 3 yrs. Pendleton, James B, to Elira W Howland, n s
Sith st. s Av A, 3 yrs
Pizer, Leuis, to Jacob Pizer, w s Norfolk st, n Grand et. 2 mos. Ramel, Limile, to Caroline Huerstel, n.s. 10th st. Schoen, Henry, to Adolph Newman, ws Lewis st. o. Stanton at installe st. o. Stanton ws Lewis at 10,000 Schoen, Henry, to Win R Thurston, ws Lewis at 10,000 Tompains, Griffien, and wife to Edward P Chambertin, o. s14th st. v2d av. byrs.

Tompains, Griffien, and wife to Edward P Chambertin, o. s14th st. v2d av. byrs.

Tatt, Florence L. to John S Schulitze, s. w. cor Hrown pi ami 135th st. 3 yrs.

The Century Association to Louisa M Lee. o. s. and st. w. oth av. 1 yr.

and st. w. oth av. 1 yr.

The Century Association to Louisa M Lee, n still at with av 1 yr
Van Tino, Frederick, to Mary I, Barbey, a w cor
West End av and with will syrs.
Same to Cornelius Van Tine, w a West End av, a
Betti st. 1 yr
Same to true Daniel C Kingsland, w a West End
Av, a with at 3 yra
Same to true A C Kingsland, w a West End
av, a with at 3 yra
Same to Cornelius F Kingsland, w a West End
av, a with at 3 yra
Same to Cornelius F Kingsland, w a West End
av, a with at 3 yra Same to Corbellus F Kingeland, w a West End av. Selbi Bt. 3 yrs. Van Slingerlandt, Gerritt J W. and A William Mandemakers, and wives, to German-Ameri-can frai Estate Title Guarantee Co, n s 97th at, e 10th av. 1 yr. Blinn, Jr. C. to W Meister, store 1,795 9th av. 3

Kelly, Anna P. to John J McHngh, 346 3d av. Koch, Maria A. to Fritz Dieterlin, 1,548 Av A. hyrs.
Livingston, Maria W. and Caroline S Fellowes to Edi Herzog, sore 31 Whitehall st. 5 77s.
Trostees of Sailors' Sung Harbor, S.Y. to Wm B Dinsunces as living, which all phones as living to the strength of the strength 1,750 500

Court Calendars This Day.

for Bale.

GOOD PAYING express business and cigar store con bined; no accents. For particulars inquire of H. FEHN, 022 6th av. SAFES.—Large, medium, and small, cheap; safes bought, sold, or exchanged.
J. M. MOSSMAN, 101 Maiden lane, near Pearl st.

Business Chances. WANTED-Sensible, educated man or woman with means as partner; office work, particulars at interview, G., Room Mat, Vanderblit Hotel, N. Y. city.

Campatible rags mailings lancy furniture exten-

Zatents.

PATENTS for inventions procured promptly; low rates. Rocader & Brissen, 62 Names at , S. Y. Established 1852.

NOW! IN THE SPRING OF THE YEAR.

During winter Nature wisely arranges that we should live on foods containing much fat, or, as they are known, hydrocarbons, for the purpose of supplying heat to the body; the chemical operation necessary to transform fat into heat is the exclusive work of the liver, and so during the time stated it is constantly congested.

with the approach of warm weather our diet changes to muscle-producing food, and the work of the liver is much isseemed. In the majority of cases, however, it is sign unable to completely throw off the excess of this, but remains congested, causing that sor lary, tired feeling which many have in the spring months when the weather becomes warm.

though people appreciate the necessity of an alterative at this period, the common idea is to take drastic pills and produce a cathartic effect, only to make matters are worse. The liver must be unloased and its proper action restored before hot weather if you wish to sor preserve health and if this distinct call of nature

acid, and as are every drop of vital fluid passes through the kidneys to be purified, they soon break down and are unable to carry out the deadly poison. Warner's Safe Cure and Warner's Safe Pills have not only a apecific action on the kidneys, but on the saliver ** They thin the thickened bile so that it will pass

selves, act as a selvent on all biliary acids, and, in a word, ar fit these great organs for the season's work, preventing blood poleoning inflammation, abscess, and all affections to which they are so liable.

As you value the blessings of health do not allow the summer to approach without giving your system a

#3" "To be forewarned is to be forearmed."

Financial.

DULUTH, SOUTH SHORE AND ATLANTIC RAILWAY.

PIRST MORTGACE BONDS

INTEREST PIVE PER CENT., PAYABLE JANUARY AND JULY, PRINCIPAL DUE 1937.

The entire issue of these bonds is limited to FOUR MILLIONS OF DOLLARS, and they are secured by a first mortgage upon 390 miles of completed and equipped road. This is only at the rate of about Ten Thousand Dollars per mile of road, which has cost three times that amount in money, or over Thirty Thousand Dollars per mile to build and equip. These bonds are a first lien upon Fifteen Hundred Thousand Dollars worth of rolling stock. They are also a first lien upon the valuable terminal properties and improvements belonging to the company in Sault Ste. Marie, St. Ignace, and Superior, worth over \$1,800 .eco. Since the majority of the capital stock of the company has been purchased in the interest of the Canadian Pacific Railroad, \$4,000,000 of consolidated bonds have been issued and upward of \$3,500,. 4.800 000 have been expended upon the property, all of which goes to strengthen the security of the first mortgage bonds above mentioned.

The road runs from Duluth along the south shore of Lake Superior to Sault Ste. Maris, where connection is made with the Canadian Pacific Ratiroad, and to St. Ignace, connecting with the Michigan Central and Pennsylvania Railroads.

The road carned last year, before construction was entirely finished, nearly the whole of the interest on these First Mortgage Bonds, and the first quarter of the present year shows a large increase of earnings over the same period last year. This road forms the connecting link between the Northern Pacific Railroad, the St. Paul, Minnespolis and Manitoba Railroad, and the Chicago, St. Paul, Minneapolis and Omaha Ratiroad on the one side, and the Canadian Pacific Ratiroad, Michigan Central Ratiroad, and the Penneyivania Ratiroad on the The Company hauls over 1.000.000 tons of iron ore

during the season, and owns extensive docks and the most modern machinery for handling ores and coal. We offer a limited number of these First Mortgage

Bonds at 95 and accrued interest, retaining the right at any time to advance the price of the Bunds without

Walston H. Brown & Bros., 20 NASSAU ST., NEW YORK,

2500

8,800

10,000 4,000

16,500

1,500

6,000

6,500

15,000

12,200

15,000

165,000

Banks

in all parts of the world will cash our checks upon presentation without charge. In fact you can travel in any country with less trouble from oney matters as in the United States, using your own check book.

The Cheque Bank, L'a.

E. J. Mathews & Co., Bankers, United Bank Building, 2 Wall St., New York.

KOUNTZE BROTHERS, BANKERS,

120 Brondway (Equitable Building), New York, Investment Bonds bought and sold, Orders received for the purchase or sale of Government, Hallroad, and Miscellaneous Securities. Sovernment, Ratiroad, and Miscellaneous Becurities. Advances made on Approved Collaterals.

Letters

of

Credit.

We buy and seil Bills of Exchange on and make cable transfers of money to Europe. Australia and the West Indies, also make Collections and lesse Commercial and Travelling Credits available in all paris of the world.

BROWN BROS. & CO., HANKERS, 50 WALL ST.
H. E. ENOS, T. C. BUOK H. K. ENOS & CO.,

BANKERS AND BROKERS, 17 Wall St. IRVING A. EVANS & CO.,

BANKERS AND BROKERS,
MEMBERS OF THE
BOSTON, NEW YORK, AND PHILADELPHIA STOCK
E-SCHANGE.

Fiske Building, 89 STATE ST., BOSTON,

NOTICE OF ELECTION.—The annual meeting of the stockholders for the election of trustees and for the transaction of other business will be held at the office of the N. Y. Lubricating Company, 221 Front at, city, on the 10th day of June next.

on the 10th day of June next.

The poils will be open at 5 and close at 4 o'clock P. M.,
New York, May 0, 1889. Dividends and Interest.

THE WMEELING AND LAKE ERIE

RAILWAY COMPANY.

40 WALL ST. NEW YORK, APRIL 10, 1880.
The regular quarterly dividend of 1 per cent, on the
preferred stock of this company for the quarter ending
March 31, 1880, has this day been declared, and will be paid on and after May 15, 1883. The transfer books will close April 25, at 3 o'clock P. M., and reopen May 16, at

EDWARD B. ALLEN, Secretary. A DAMS EXPRESS COMPANY.

A DAMS EXPRESS COMPANY.

The transfer books of this company will be closed from 20'clock P. M., May 10, to the morning of June 3, W. L. HUBBILLI, Treasurer.

Meetings.

OFFICE OF THE DELAWARE AND HUDSON CANAL COMPANY.

NEW YORK, March 27, 1880.

The annual meeting of the stockholders of the Delaware and Hudson Canal Company will be held at the office of the company, corner of Cortland and Church six. New York city, on TUE-DAY, the 14th day of May part, for the election of managers, and for other business. The polls will open at 12 o'clock noon and remain open for one hour. The poils will open at 10 closed from the evening of for one hour.

The transfer books will be closed from the evening of Saturday, April 13, until the morning of Wednesday May 16,7.

By order of the Board of Managers.

F. M. OLYPHANT, Secretary.

CT. JOSUPH AND GRAND ISLAND RALROAD TO OMPANY—The annual meeting of the electholders of the at Joseph and trained meeting of the electholders of the at Joseph and trained leaded Religious tempany, for the choice of directors for the electing year and the trainsant on of any other business which may legally come leftors the meeting, will be held at the office of said company in kiwood, Kan, on Tuesday, the 11th of the contract of the contract of the purpose on the 11th day of May and reopened after the annual meeting.

Bestep, May 8, 1998.

Financial.

THE Mercantile Trust Company, EQUITABLE BUILDING. New York.

> CAPITAL, \$2,000,000.

IS A LEGAL DEPOSITORY FOR COURT AND TRUSS FUNDS AND FOR GENERAL DEPOSITS, UPON WHICH IT PAYS

LIBERAL RATES OF INTEREST FROM THE DATE OF DEPOSIT UNTIL THE DATE

OF WITHDRAWAL.
THE COMPANY ALSO BY LAW ACTS AS EXECU-TOR, ADMINISTRATOR, GUARDIAN, RECEIVER, AND TRUSTEE, AS FISCAL AND TRANSPER AGENT, AND AS REGISTRAR OF STOCKS AND BONDS. EXCEPTIONAL RATES AND PACILITIES ARE OFFERED TO RELIGIOUS AND BENEVOLENT IN-STITUTIONS AND TO EXECUTORS OR TRUSTERS

TRUSTEES -

LOUIS FITZGERALD, President JOHN T. TERRY. HENRY B. HYDE, Vice Presidents. EDWARD L. MONTGOMERY.

BUSSELL SAGE.

HENRY DAY.

THOMAS T. BCKERT.

BRAYTON IVER

EDWARD F. WINSLOW.

HENRY A. HURLBUT, HENRY G. MARQUAND, WHITELAW REID, FRED. L. AMES, JAMES STOKES. HENRY M ALEXANDER, JAMES W. ALEXANDER, SIDNEY DILLON, NORVIN GREEN, JOHN W. HUNTER, J. HAMPDEN ROBB. AUSTIN CORBIN, RICHARD IRVIN, JR.,

GEORGE L. RIVES, A. I. DENNIS, MARCELLUS HARTLET, CHARLES COUDERT. EDWARD A. QUINTARD WM. H. SLOCUM. WILLIAM L. STRONG, B. F. RANDOLPH, WM. P. THOMPSON.

HENRY C. DEMING, Secretary and Treasurer. CLINTON HUNTER, Assistant Secretary.

Ergal Motices.

CUPREME COURT.

LAMONT MCLOUGHLIN,

Clerk.

CUPREME COURT-CITY AND COUNTY OF NEW YORK—THE GERMANIA LIFE INSURANCE CONFANY AGAINST CHARLES H. RAYMOND AND OTHERS.

In pursuance of a judgment of foreclosure and sale, made and entered in the above entitled action, and bearing date the 23d day of April, 1680, the undersigned, the referee therein named, will sell at public auction, in the Read Retate Exchange and Auction Room, limited, Nos. 50 to 65 Liberty street, in the city of New York on Friday, the 17th day of Max. 1880, at 12 colock noon of the said day, by D. Thomis Ingrahm & Colock noon of the said day, by D. Thomis Ingrahm & Colock noon of the said day, by D. Thomis Ingrahm & Colock noon of the said day, by D. Thomis Ingrahm & Colock noon of the said day, by D. Thomis Ingrahm & Colock noon of the said day, by D. Thomis Ingrahm & Colock noon of the said day, by D. Thomis Ingrahm & Colock noon of the said day, by D. Thomis Ingrahm & Colock noon of the said day, by D. Thomis Ingrahm & Colock noon of the said day, by D. Thomis Ingrahm & Colock noon of the said day, by D. Thomis Ingrahm & Colock noon of the said day, by D. Thomis Ingrahm & Colock noon of the said day, by D. Thomis Ingrahm & Colock noon of the said day, by D. Thomis Ingrahm & Colock noon of the said the said of the said ingrahm & Colock noon of the said the said that the said the said that the said the said of the said that the said one had a said party wall one hundred feet five inches to the middle line of the block newneen feet to a point opposite another party wall one hundred feet five inches to the middle line of the block newneen feet on the follow of the way through and last mentioned party wall one hundred feet five inches to Sixty-fifth areas and party of the way through and last mentioned party wall one hundred feet five inches to Sixty-fifth areas and party of the way through and last mentioned party wall one hundred feet five inches to Sixt LAMONT McLOUGHLIN, Clerk.

SHIPMAN, BARLOW, LAROCQUE & CHOATE, S5 WHIIAM at, New York, Plaintiff Attorneys.

COUNTY CLERK'S OFFICE, New County Court House,
New York, May 1, 1936.
P. New York on the County of New York on the 15d prox, 10 wil:
Four paniels of one hundred trial jurors each for Supreme Court, Circuit, Parts 1, 11, 111, and IV, and one paniel of one hundred trial jurors for a Court of Oyer and Terminer.
One paniel of one hundred trial jurors for a Superior Court, Part 1.
Two paniels of one hundred trial jurors each for a Court of Common Pleas Parts 1, and 11.
Three paniels of one hundred trial jurors each for a City Court, Parts 1, 11, and 11.
Three paniels of one hundred trial jurors each for a Court of Central Feeslous, Farts 1, 11, and 11, and a paniel of General Feeslous, Farts 1, 11, and 111, and a paniel of fifty Grandwice for a EllLLV. County Clerk

Propositis.

PROPOSALS FOR FRESH BERF.—Onice of the A.Q. S. Willet's Point N. Y. H. May E. 1889.—Scaled proposals in triplicate, subject to the usual conditions, will be received at this office until 12 of check noon on Salurday, June R. 1889, and opened in the presence of attending bidders. For furnishing and delivering the fresh best required by the Subsistence Department. U. S. Army, as Willet's Point, New York Harbor. for issue to troops thereat during the fiscal year commencing July 1. 1889, Proposals for Fresh Beef. and addressed to the undersigned. The Government reserves the right to reject any or all proposals. Freference will be given to articles of domestic production or manufacture, conditions of quality and price including in the price of foreign productions or manufactures the dust thereon being equal. Full information can be obtained by application to this office.

Book Exchange. Fel Breadway, opposite Denning's.

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